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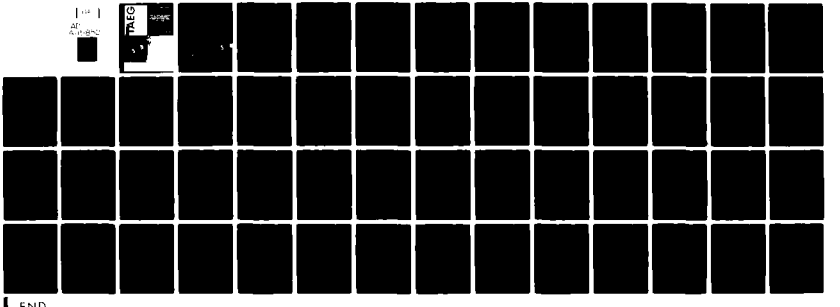

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TECHNICAL REPORT 121

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CHIEF OF NAVAL AIR TRAINING AUTOMATED MANAGEMENT INFORMATION SYSTEM (CAMIS) USER'S GUIDE

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Technical Report 121

CHIEF OF NAVAL AIR TRAINING AUTOMATED MANAGEMENT INFORMATION SYSTEM (CAMIS) USER'S GUIDE

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and

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April 1982

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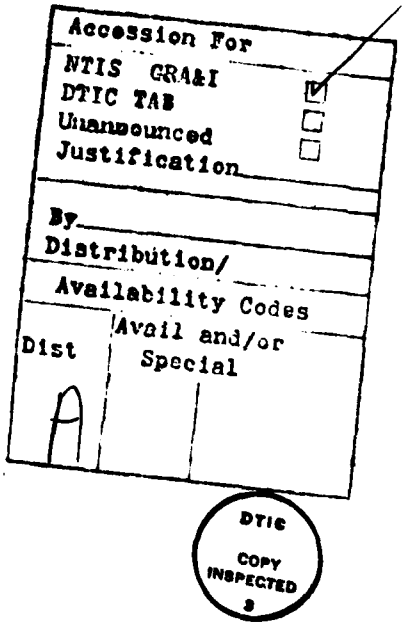
ACKNOWLEDGMENT

Appreciation is extended to LCDR Lee Willis, Training Air Wing ONE, Meridian. It was primarily through his foresight and diligent effort that the Chief of Naval Air Training Automated Management Information System (CAMIS) has evolved.

The original system was designed by CDR J. Poole, also of Training Air Wing ONE, with final development and programming by LCDR Willis.



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20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

The Chief of Naval Air Training Automated Management Information System (CAMIS) provides training squadrons with an automated method of reporting flight training and resource utilization information to the training wing commanders.

(continued on reverse)

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20. ABSTRACT (continued)

The CAMIS is comprised of 11 programs which (1) record squadron flight data, student performances, availability of assets, (2) maintain historical data, and (3) produce a variety of reports.

This report documents and describes the CAMIS as developed to date and provides a guide to operation of the system.

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SECTION I

INTRODUCTION

The Chief of Naval Air Training (CNATRA) provides undergraduate pilot training and undergraduate naval flight officer training for Navy, Marine Corps, and Coast Guard personnel and selected foreign nationals. To accomplish this mission CNATRA must supervise, coordinate and monitor six training wings and 20 training squadrons. The management information needed to effectively operate the organization is voluminous and difficult to manage. The Naval Air Training Command has been subjected to numerous changes imposed both from inside and outside the organization. Changes imposed from outside the command include fluctuations in the pilot training rate (PTR) and decreasing resources (both dollars and personnel) to perform the training mission. Changes initiated from within the command include the consolidation of activities, the application of new techniques and approaches to training, and development of new simulators and training aircraft.

These types of changes require training managers to compile and analyze enormous amounts of data. The effective use of this data requires that it be assessed to (1) determine present status, (2) evaluate consequences of changes prior to their implementation, and (3) project future status, given that there is no change to the present system.

Because of the requirement for timely and accurate information there is a need to establish a management information system that will provide the capability to better manage the resources of CNATRA, monitor student pilot/naval flight officer progress, and reliably predict production outputs.

BACKGROUND

The problems and issues (associated with collecting and evaluating management information) that confront CNATRA also confront the training wings and training squadrons. In an attempt to handle and analyze the large amount of data generated on a local level, a Management Information System (MIS) was designed, developed and programmed at Training Air Wing ONE, Naval Air Station, Meridian, Mississippi. This MIS was the genesis of the CNATRA Automated Management Information System (CAMIS). The program structure was refined and redesigned by CNATRA personnel and evolved into one that is more effective and efficient. The CAMIS is comprised of a series of programs which serve to (1) record squadron flight data, student performances, and availability of assets, (2) maintain historical data, and (3) produce a variety of reports for internal/external use.

PURPOSE

This report documents and describes the Chief of Naval Air Training Automated Management Information System as developed to date and provides a guide to the operation of the system for Naval Air Training Command personnel.

ORGANIZATION OF THIS REPORT

In addition to this introduction, the report contains two other sections and two appendices. Section II presents a brief description of the CAMIS and explains the function of each option in the system. Section III is a detailed user's guide to the operation of the CAMIS. Appendix A contains a copy of the system flow chart, program processing time table and sample worksheets. Examples of the outputs available from CAMIS are contained in appendix B.

SECTION II

OVERVIEW OF THE CNATRA AUTOMATED MANAGEMENT INFORMATION SYSTEM

The CAMIS provides the training squadrons with an automated method for reporting flight training and resource utilization information to the training wing commanders. It enables the squadrons to enter daily flight schedule information and then use this information to produce weekly, bimonthly, and yearly reports. These reports are further segmented into production year and fiscal year reporting periods to allow for increased planning capability. The system also has the ability to handle attrite processing. This automated procedure alleviates manually reducing the performance data that is required for each student that attrites.

The system is designed to be highly interactive and user oriented. All data are entered through interactive menu processing with extensive error and limits checking. Variation in local computer resources can be accounted for at CAMIS installation time.

Two basic types of data are input to the CAMIS: (1) flight schedule input data composed of auxiliary information, aircraft, instructors, and students available and (2) actual sortie information (type flight, hours, type loss, and service information).

The CAMIS is currently implemented on a WANG MVP 2200 processing system. It is written in the BASIC-2 computer language and requires a 45K byte partition. The system is modular being composed of 11 separate programs.

The CAMIS reports are generated on a daily, weekly, and bimonthly basis. These reporting periods satisfy the needs at the squadron, wing, and CNATRA levels. Most reports can be generated on a production year or fiscal year basis requested by the user at report selection time. During report generation, the existing data files are also updated with the currently entered flight schedule information.

SYSTEM OPTIONS

Figure 1 presents the options that comprise the CAMIS. The user can select 11 options via the CAMIS Master Menu. When the user selects an option, the subsystem options appear on the display. This display allows the user to insert, update, delete, or analyze various data elements, or generate reports.

The Flight Schedule Input Program (OPTION 1) consists of programs to keep track of the daily operations of the various squadrons. It allows the user to record, on a daily basis, instructor, student, and aircraft utilization. Additionally, it provides a means to delete any erroneous sortie information previously entered.

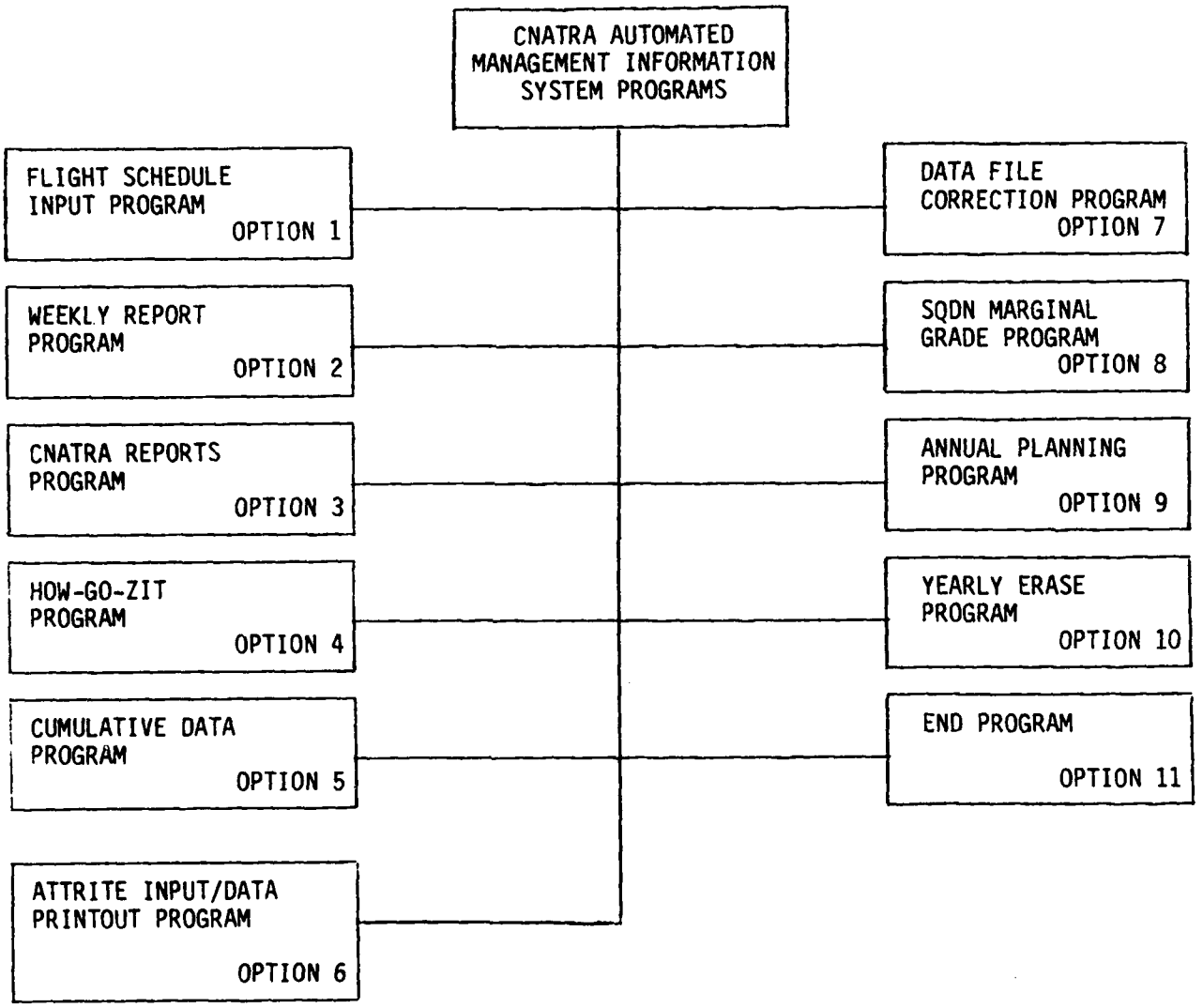

Figure 1. CAMIS Master Menu

The Weekly Report Program (OPTION 2) checks squadron progress during the week and closes the weekly files at the end of the week.

The CNATRA Reports Program (OPTION 3) is used during the reporting period to measure squadron progress towards meeting training goals or bimonthly to initiate the CNATRA Aviation Statistical Report (ASR).

The HOW-GO-ZIT Program (OPTION 4) utilizes existing planning factors and progress information to generate updated planning documents and overhead percentage reports.

The Cumulative Data Program (OPTION 5) consolidates data contained in four files for the creation of a unified report. This report contains information on sorties, hours, students and instructors for both aircraft and simulators.

The Attrite Input/Data Printout Program (OPTION 6), the primary program used to accumulate attrition data on flight students, is run anytime there is a requirement to update the attrite data.

The Data File Correction Program (OPTION 7), intended for Wing use only, enables an analyst to correct or update existing data files. This system is currently functional only for the CNATRA Aviation Statistical Report data.

The Squadron Marginal Grade Program (OPTION 8), also intended for Wing use, can determine what the marginal grades are for any particular strike phase.

The Annual Planning Program (OPTION 9) provides the user with a starting plan for production based upon actual production factors developed over the previous year.

The Yearly Erase Program (OPTION 10), intended for Wing use, can be used to reinitiate both the production year files as well as the physical year files.

The End Program (OPTION 11) closes all the system files and returns the user to a SYSTEM READY mode.

SECTION III

SYSTEM OPERATION

This section contains a detailed user's guide to the CAMIS. The required computer hardware (CRT, disk drives, and line printer) must be available to the user. Initializing the equipment is easy. However, because of the many equipment configurations that exist in CNATRA, personnel knowledgeable in WANG computer hardware should be available to set up the computer hardware for use with CAMIS.

Prior to operating the CAMIS, the terminal should be in a ready mode with a display similar to the following:

```
READY  (BASIC -2)
: _____
```

The CAMIS is configured to run on a WANG computer system with two "floppy" disk drives. The master program disk for the appropriate squadron is inserted in the left hand drive and the corresponding data disk is placed in the right hand disk drive next to the master. The user should load the system as follows:

```
: CLEAR                                          (PRESS RETURN)
: SELECT DISK/XXX                                (PRESS RETURN)
: LOAD RUN                                       (PRESS RETURN)
```

NOTE: XXX denotes the drive number of the master program disk.

The screen will appear as follows:

```
            CNATRA AUTOMATED MANAGEMENT INFORMATION SYSTEM

                          PRESS ANY KEY
```

Pressing any key will cause the following display to occur:

```
CNATRA AUTOMATED MANAGEMENT INFORMATION SYSTEM PROGRAMS

FOR WHICH SQUADRON ARE THESE PROGRAMS BEING RUN?  VT- _ _
```

The user will need to enter the appropriate squadron following the VT-. A check will be made by CAMIS to ensure that the proper data and program disks have been placed in the appropriate disk drives.

Once the desired squadron has been entered and the system has checked disk locations for the appropriate disks, the CAMIS Master Menu will be displayed as follows:

```
CNATRA AUTOMATED MANAGEMENT INFORMATION SYSTEM PROGRAMS

 1.  FLIGHT SCHEDULE INPUT PROGRAM
 2.  WEEKLY REPORT PROGRAM
 3.  CNATRA REPORTS PROGRAM
 4.  HOW-GO-ZIT PROGRAM
 5.  CUMULATIVE DATA REPORT PROGRAM
 6.  ATTRITE INPUT/DATA PRINTOUT PROGRAM
 7.  DATA FILE CORRECTION PROGRAM
 8.  SQDN MARGINAL GRADE PROGRAM
 9.  ANNUAL PLANNING PROGRAM
10.  YEARLY ERASE PROGRAM
11.  END PROGRAM

WHICH PROGRAM DO YOU DESIRE?:
```

The two input programs of primary interest are 1 and 6. The Flight Schedule Input and the Attrite Input/Data Printout programs enable the user to input the information necessary to generate the described reports.

FLIGHT SCHEDULE INPUT PROGRAM (CAMIS MASTER MENU OPTION 1)

Selecting option 1 from the CAMIS Master Menu will cause the following display to appear:

```
VT-## FLIGHT SCHEDULE PROGRAM

1.  ADD NEW FLIGHT SCHEDULE DATA
2.  DELETE ERRONEOUS SORTIES PREVIOUSLY ENTERED

KEY IN NUMBER OF PROGRAM DESIRED:
```

Options 1 and 2 request identical information from the user with the difference being that option 1 adds the flight schedule information as entered and option 2 subtracts from the existing data the items entered. A 1 or 2 followed by RETURN will produce the next display.

```
AUXILIARY INFORMATION

VT-## SCHEDULE ADDITION ROUTINE

WHAT IS THE SCHEDULE DATE (i.e., 10 NOV)? ## ### ##


'####### ## ### ##' IS A NORMAL WORKDAY.
DO YOU AGREE (Y OR N)? #

IS THIS A FULL SCHEDULE (rather than PARTIAL) (Y OR N)? #

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)? #
```

The user is requested to enter the schedule date. This date is checked to determine if it falls within the current fiscal and production year. If not, reentry of date is required. The following additional checks are also performed:

- Have more than 7 days elapsed since the last "weekly" report was processed?
- Have more than 15 days elapsed since the last "CNATRA" report was processed?
- Are there four outstanding attrites currently in the system?
- Does the entered date exceed the fifth phase date?
- Are there two flight schedules for any one date?
- Is any attrite date in the system greater than 15 days old?

If an "N" is entered for "FULL SCHEDULE?" all of the auxiliary data input sequences are bypassed and reasons for a partial schedule are requested.

The majority of the CAMIS input routines give the user an opportunity to adjust the input data prior to leaving that screen. The question is asked, "ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y or N)?" A "Y" response continues to the next data entry screen while an "N" response steps the user back through that input sequence. Only the item to be corrected need be reentered. Pressing RETURN will leave the data intact as displayed.

Having satisfied all of the error checking routines associated with the initial entry of the schedule date, the data entry sequence will proceed as follows:

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE
KEY "RETURN" TO ENTER DEFAULTS

AIRCRAFT ASSIGNED (A3) = ##

ENTER AIRCRAFT AVAILABLE FOR EACH OF ## ###'s LAUNCH CYCLES (6 max)
KEY 'RETURN' WHEN ENTRIES ARE COMPLETE

1st LAUNCH CYCLE = ##
2nd LAUNCH CYCLE = ##
3rd LAUNCH CYCLE = ##
4th LAUNCH CYCLE = ##
5th LAUNCH CYCLE = ##
6th LAUNCH CYCLE = ##

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)? #
```

The aircraft and launch cycle assignments are entered from the flight schedule activity report. Local maximums are checked to guard against over allocating resources. Pressing RETURN for launch cycle will terminate aircraft assignment and allow the opportunity for data correction. If a "Y" is entered, the next screen is displayed:

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE
KEY "RETURN" TO ENTER DEFAULTS

ADMIN INSTRUCTORS ASSIGNED (6)  = ##
EFFECTIVE INSTRUCTORS ASSIGNED  = ##
EFFECTIVE INSTRUCTORS AVAILABLE = ##
ADMIN NON-AVIATORS ASSIGNED     = ##
ALL OTHER NON-AVIATORS ASSIGNED = ##
NON-FLEET EXP AVIATORS ASSIGNED = ##
MARINE AVIATORS ASSIGNED        = ##
ALL GROUP IX ENLISTED ASSIGNED  = ##
ALL OTHER ENLISTED ASSIGNED     = ##

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

As data is entered pertaining to numbers of personnel, onboard checks are performed to ensure that squadron maximums and minimums are not violated. If satisfied with the data entered, type "Y" and press RETURN to proceed to the next data entry display.

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE
KEY "RETURN" TO ENTER DEFAULTS of "0"

NAVY STUDENTS ASSIGNED      =  #
MARINE STUDENTS ASSIGNED    =  #
COAST GD STUDENTS ASSIGNED  =  #
FOREIGN STUDENTS ASSIGNED   =  #
NONPIPE STUDENTS ASSIGNED   =  #
UNQUALIFIED IUTS ON BOARD   =  #

NAVY STUDENTS AVAILABLE     =  #
MARINE STUDENTS AVAILABLE   =  #
COAST GD STUDENTS AVAILABLE =  #
FOREIGN STUDENTS AVAILABLE  =  #
NONPIPE STUDENTS AVAILABLE  =  #
UNQUALIFIED IUTS AVAILABLE  =  #

ARE YOU SATISFIED WITH THE ABOVE STUDENT AVAILABILITIES (Y OR N)?
```

Comparisons are performed on the available versus assigned students to prevent over allocations. After having entered the students assigned and available, a "Y" response to the final input will lead to the next display.

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE
        KEY "RETURN" TO ENTER DEFAULTS of "0"

            NAVY STUDENTS MED DOWN     =   #
            MARINE STUDENTS MED DOWN   =   #
            COAST GD STUDENTS MED DOWN =   #
            FOREIGN STUDENTS MED DOWN  =   #
            NONPIPE STUDENTS MED DOWN  =   #
            UNQUALIFIED IUTS MED DOWN  =   #

        ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

It is not possible to have more MED DOWNS than students available. If this condition is satisfied, data entry is permitted and a "Y" response to entry satisfaction will terminate MED Down Input and continue to the next input display.

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE
        OR KEY "RETURN" TO ENTER DEFAULT OF '0'

            NAVY STUDENT INPUTS ON ## ### ##      = #
            MARINE STUDENT INPUTS ON ## ### ##    = #
            COAST GD STUDENT INPUTS ON ## ### ##  = #
            FOREIGN STUDENT INPUTS ON ## ### ##   = #
            NONPIPE STUDENT INPUTS ON ## ### ##   = #

            NAVY STUDENT COMPLETIONS ON ## ### ##     =  #
            MARINE STUDENT COMPLETIONS ON ## ### ##   =  #
            COAST GD STUDENT COMPLETIONS ON ## ### ## =  #
            FOREIGN STUDENT COMPLETIONS ON ## ### ##  =  #

        ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?#
```

Data for the preceding display referring to inputs and completions are obtained from the flight schedule information worksheet. (Appendix A contains a sample of the flight schedule information worksheet.) These inputs and completions are stored for use by the CAMIS reporting facilities as requested from the Master Menu. A "Y" response to "ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y or N)?" will lead to the next screen.

```
TYPE IN THE REQUESTED INFORMATION FROM THE FLIGHT SCHEDULE

NUMBER OF SCHEDULED FLYDAYS (#,.5, OR 1) = #.#

DID ANY STUDENT RECEIVE A DOWN ON ANY OF THE
## ### SORTIES YOU ARE ABOUT TO ENTER (Y OR N)? #

WERE THERE ANY ATTRITES ON ## ### ## (Y OR N)? #

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?#
```

If the user's response to "DID ANY STUDENTS RECEIVE A DOWN ....(Y or N)?" is "Y" the next display will appear.

```
ENTER THE NUMBER OF DOWNS GIVEN IN EACH CATEGORY:

        NAVY STUDENTS       =   #
        MARINE STUDENTS     =   #
        COAST GD STUDENTS   =   #
        FOREIGN STUDENTS    =   #
        NONPIPE STUDENTS    =   #
        UNQUALIFIED IUTS    =   #
```

Additionally a "Y" response to the query concerning attrites will cause the following screen to be initiated:

```
ENTER THE NUMBER OF ATTRITES IN EACH CATEGORY:

        NAVY STUDENTS       =   #
        MARINE STUDENTS     =   #
        COAST GD STUDENTS   =   #
        FOREIGN STUDENTS    =   #

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

A "Y" response to "...SATISFIED WITH...ENTRIES...?" or an "N" response to "...ANY ATTRITES...?" and "...STUDENTS RECEIVE A DOWN...?" will prompt the next screen allowing corrections to inputs.

```
AUXILIARY INFORMATION CORRECTION ROUTINE

 1.  SLIDE 1 - SKED ADDITION OR DELETION
 2.  SLIDE 2 - DATE ENTRY/FULL/PARTIAL SKED
 3.  SLIDE 3 - AIRCRAFT AVAILABILITY
 4.  SLIDE 4 - PERMANENT PERSONNEL AVAILABILITIES
 5.  SLIDE 5 - STUDENT/IUT AVAILABILITIES
 6.  SLIDE 6 - STUDENT/IUT MED DOWN
 7.  SLIDE 7 - STUDENT INPUTS/COMPLETIONS
 8.  SLIDE 8 - STUDENT DOWNS/ATTRITES
 9.  REENTER ALL AUXILIARY INFORMATION
10.  NO CORRECTION DESIRED

ENTER FUNCTION DESIRED:
```

The final display gives the user an opportunity to go back to a previous display and correct any invalid or incorrect information that may have been entered. This terminates the auxiliary information input routine and leads to the displays on schedule information. A "10" response to the "ENTER FUNCTION DESIRED:" continues processing with the flight schedule input display.

The Flight Schedule Input Program requests information about all that schedule date's sorties. Type flight, hours, dual or solo, type loss, and service area are requested for both aircraft and simulator sorties. The initial screen for data entry, queries the user as to dual or solo type sortie:

```
                              ##-##
                        AIRCRAFT SCHEDULE
                        ######## ### ### #

              PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

          SORTIE    D/S    TYPE FLIGHT    HOURS    TYPE LOSS    SERVICE

              1       ?

             KEY 'RETURN' WHEN DONE ENTERING AIRCRAFT SORTIES

                     OPTIONAL CODES FOR "D/S" ENTRIES:

D/S  (Y/N  Y/N  Y/N)                      ENTER 'Y' OR 'N' AT THE 3 INDICATED
       !    !    !                       POSITIONS TO DESIGNATE SQUADRON
  STUDENT INST VEHICLE                    POSSESSION OF ASSETS (e.g., 'DNNY')


                                  DEFAULT = ''
```

When entering the dual or solo designate D or S, it is possible to follow this value with three yes/no indicators to specify squadron possession of assets. The order of these indicators is: student, instructor, and vehicle. The next data item entered is the type flight.

```
                    ##-##
                AIRCRAFT SCHEDULE
                ######## ## ### ##

        PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

    SORTIE    D/S    TYPE FLIGHT    HOURS    TYPE LOSS    SERVICE

        1      D         ?



    TYPE FLIGHT CODES                          OPTIONAL SEQUENCE
                                  (A) B (C)
     X  ET  WU  RX  CHS                        (A) - # OF EVENTS (63 MAX)
    LD  TGT IUT ICK IPR                         B  - 'TYPE FLIGHT' CODE
    MCF FRY SPC OTH NP                        (C) - # OF SORTIES (63 MAX)

                          DEFAULT = 'X'
```

The flight code indicators appear at the bottom left corner of the above screen. The flight codes are expanded under the type flight columns after entry. The expansions are contained in table 1.

TABLE 1. FLIGHT CODE EXPANSIONS

CODE	TYPE FLIGHT	CODE	TYPE FLIGHT
X	STUDENT 'X'	IUT	IUT
ET	EXTRA TIME	ICK	INSTRUCTOR CHECK
WU	WARMUP	IPR	INSTRUCTOR PROFICIENCY
RX	RECHECK	MCF	PMFCF
CHS	CHASE	FRY	FERRY
LD	LEAD	SPC	SPECIAL
TGT	TARGET	OTR	OTHER
		NP	NONPIPE

At this time the user can use the (A) B (C) optional input sequence which allows entry of up to 63 events at one time. As indicated, (A) is the # of events; i.e., 15x equates to 15 student 'x' sorties. After entry of type flight, the hours per sortie are requested.

```
                    ## ##
                AIRCRAFT SCHEDULE
                ###### ## ### ##

  PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

 SORTIE   D/S   TYPE FLIGHT      HOURS      TYPE LOSS      SERVICE

   1       D    STUD 'X'         ?



        FLIGHT TIME CANNOT EXCEED 4.0 HOURS PER SORTIE FLOWN
                          -OR-
                      4.0 TOTAL HOURS

                     DEFAULT = '0.0'
```

Maximum flight time per sortie is set at program initialization time. If multiple sorties are entered, maximum hours is number of sorties times maximum sortie flight lengths. The next data entry item is the type loss, which is entered using the special function keys.

```
                    ##-##
                AIRCRAFT SCHEDULE
                ######## ## ### ##

          PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

   SORTIE     D/S   TYPE FLIGHT      HOURS      TYPE LOSS      SERVICE

     1         D      STUD 'X'        2.0          ?

       SPECIAL FUNCTION KEYS ARE AVAILABLE FOR ENTERING LOSSES:

'1 = Inc Maint     '4 = CNX Maint      '7 = CNX SNA       '10 = WAIVED
'2 = Inc Other     '5 = CNX OPS        '8 = CNX Other
'3 = CNX WX        '6 = CNX INA        '9 = Complete
```

The special function keys are used to enter loss types, with only certain functions being displayed depending on type of schedule and type of flight being entered.

The final sortie input to be entered is service designation with prompting as follows:

```
                          ##-##
                     AIRCRAFT SCHEDULE
                     ######## ## ### ##

     PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

 SORTIE   D/S      TYPE FLIGHT      HOURS      TYPE LOSS      SERVICE

   1       D         STUD 'X'        2.0       COMPLETE         ?



          CODES FOR SERVICE/PRODUCTION YEAR ENTRIES:

     N  M  C  F  -  DE .GNATES PY 81 STUDENT (CURRENT PY)
     N* M* C* F* -  DESIGNATES PY 82 STUDENT (FOLLOWING PY)
                         'FN' KEY MAY BE USED FOR '*'
                       DEFAULT = 'N  (81)'
```

The default input is Navy current production year. Any other category must be entered as indicated.

Additional sorties are input with a RETURN for D/S response terminating the process. The user's screen will display the last three sorties entered as well as the current entry item.

```
                              ##-##
                        AIRCRAFT SCHEDULE
                        ###### ## ### ##

          PRODUCTION YEAR ## PHASE - NORMAL ENTRY ROUTINE

   SORTIE    D/S    TYPE FLIGHT     HOURS    TYPE LOSS          SERVICE

     2        S     IUT              1.0     INC WX
     3      DYNN    TARGET           2.0     COMPLETE
     4        S     SPECIAL          1.0     INC MAINT

          KEY 'RETURN' WHEN DONE ENTERING AIRCRAFT SORTIES

                  OPTIONAL CODES FOR 'D/S' ENTRIES

D/S     Y/N    Y/N   Y/N                 ENTER 'Y' OR 'N' AT THE 3 INDICATED
                                         POSITIONS TO DESIGNATE SQUADRON
     STUDENT  INST  VEHICLE              POSSESSION OF ASSETS (e.g., 'DNNY')

                              DEFAULT = ' '
```

Pressing RETURN will terminate aircraft schedule input and the CAMIS will proceed with an identical set of inputs for the simulator schedule.

Having entered all the flight and simulator activity, the user is queried as to quantities of flight schedules desired:

```
HOW MANY HARDCOPIES OF THE FLIGHT SCHEDULE
DO YOU WANT TO PRINT (0-5)?
```

A numeric input in the range of 0-5 will produce flight schedule reports on the system output device. An additional prompt follows allowing the printing of further flight schedules:

```
DO YOU WANT ADDITIONAL FLIGHT SCHEDULE PRINTOUTS (Y OR N)?
```

After reviewing the Flight Schedule Input Program for accuracy, the opportunity for error correction is presented.

```
##-## SCHEDULE CORRECTION ROUTINE FOR THE ## ### ## SCHEDULE JUST ENTERED

                        1.  AUXILIARY INFORMATION
                        2.  AIRCRAFT SCHEDULE
                        3.  SIMULATOR SCHEDULE
                        4.  NO CORRECTION DESIRED

                    KEY IN FUNCTION DESIRED:
```

Any response other than 4 will proceed back through that input sequence allowing corrections to be made.

A final opportunity is presented to allow any more corrections that need to be made.

```
                    REVIEW PRINTED DATA....

          ARE YOU SATISFIED WITH ## ###'s FLIGHT SCHEDULE (Y OR N)?
```

An "N" response will present the schedule correction routine as seen above. A "Y" response gives the user the option of saving the data entered on permanent file.

```
          DO YOU WANT DATA SAVED ON THE PERMANENT FILES (Y OR N)?
```

NOTE: If this phase is not completed, the entered schedule data will not be accumulated into the data bases.

WEEKLY REPORT PROGRAM (CAMIS MASTER MENU OPTION 2)

The CAMIS has an extensive report generating capability with many of the reporting programs also updating associated files. One of the major updating functions is performed when the Weekly Report Program is processed.

Selecting option 2 from the CAMIS Master Menu will present the next display.

```
VT-## WEEKLY REPORT PROGRAM

IS THIS THE END OF THE WEEKLY REPORTING PERIOD (Y OR N)?
```

A "Y" or "N" response will prompt the printing of tables as detailed in appendix B. In addition, a "Y" response will generate file updating functions for fiscal and production year. If the user desires a weekly status report based upon data entered week to date without updating historical files, an "N" response should be given. In either case, upon report printing completion, the system returns to the master menu.

CNATRA REPORTS PROGRAM (CAMIS MASTER MENU OPTION 3)

Selecting option 3 from the CAMIS Master Menu initiates the CNATRA Aviation Statistical Report (ASR) program which is used to prepare the semimonthly ASR summarizing student, instructor and vehicle activity for that period. The user is queried as follows:

```
VT-##  SEMIMONTHLY REPORT PROGRAM (ASR)

IS THIS THE END OF THE SEMIMONTHLY REPORTING PERIOD (Y OR N)?  #

ENTER 'P' FOR THE PRIOR REPORT PERIOD
```

A "Y" response again initiates a file updating sequence for that reporting period. An "N" response permits intermediate tracking without modifying existing files. Either response gives output as represented in appendix B. A "P" response will print a semimonthly report for the prior report period.

Upon completing the semimonthly reporting sequence, the user is returned to the master menu.

HOW-GO-ZIT PROGRAM (CAMIS MASTER MENU OPTION 4)

Option 4, the HOW-GO-ZIT routine, utilizes existing planning and progress information for generating updated planning documents and overhead percentage reports. The user has the option of selecting fiscal or production year reports as follows:

```
VT-## HOW-GO-ZIT FLIGHT DATA PROGRAMS

DATA CAN BE PRINTED FOR THE FOLLOWING PERIODS:

    1.  FISCAL YEAR - from ## ### ##
    2.  PRODUCTION YEAR - from ## ### ##
    3.  END PROGRAM - RETURN TO 'START'

        SELECT PERIOD DESIRED:  #
```

Option 1 is used to print fiscal year output, option 2 for production year output, and option 3 will return the user to the CAMIS Master Menu.

CUMULATIVE DATA PROGRAM (CAMIS MASTER MENU OPTION 5)

Option 5 initiates the Cumulative Data Program which consolidates data contained in four files to create a unified report. This report details sorties, hours, students and instructors for both aircraft and simulators. The information can be segmented into either fiscal or production year boundaries during program initialization by responding to the next screen with the appropriate selection.

```
VT-##  CUMULATIVE FLIGHT DATA PROGRAM

DATA CAN BE PRINTED FOR THE FOLLOWING PERIODS:

    1.  FISCAL YEAR - from ## ### ##
    2.  PRODUCTION YEAR - from ## ### ##
    3.  END PROGRAM - RETURN TO 'START'

        SELECT PERIOD DESIRED: #
```

Option 3 will return the user to the master menu.

ATTRITE INPUT/DATA PRINTOUT PROGRAM (CAMIS MASTER MENU OPTION 6)

Selecting option 6 of the master menu permits the user to enter new attrite data or to resolve existing attrites in the system. The initial attrite menu appears as follows:

```
                    ATTRITE PROGRAM

              1.  ADD NEW ATTRITE DATA
              2.  PRINT CUMULATIVE ATTRITE DATA
              3.  RETURN TO 'START'


              SELECT FUNCTION DESIRED:
```

Selecting function 1 prompts the user for the date and the service code of the attrite being entered.

```
              ##-## ATTRITE DATA INPUT
        THERE ARE NO OUTSTANDING ATTRITE DATES IN THE DATA FILES

              WHAT IS THE DATE OF THE ATTRITE
            WHOSE DATA YOU ARE ENTERING?  ##  ###  81

          WHAT IS THE SERVICE CODE FOR THE ## ### ATTRITE
        (1=NAVY  /  2=MARINE  /  3=COAST GUARD  /  4=FOREIGN)?
```

After entry of service code for the above attrite, the next screen is presented to allow reduction of resources used:

```
FOR THE ## ### ## NAVY ATTRITE, ENTER THE FOLLOWING
CUMULATIVE TOTALS ONLY FOR SORTIES FLOWN SINCE ## ### ##:

KEY 'RETURN' TO ENTER ZERO

AIRCRAFT SORTIES

COMPLETE Xs FLOWN  = #
ET & RXs FLOWN     = #
WARMUPs FLOWN      = #
INCOMPLETEs FLOWN  = #

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

If you are satisfied with the data entries, pressing "Y" will cause the following screen to be displayed:

```
FOR THE ## ### ## #### ATTRITE, ENTER THE FOLLOWING
CUMULATIVE TOTALS ONLY FOR SORTIES FLOWN SINCE ## ### ##:

KEY 'RETURN' TO ENTER ZERO

AIRCRAFT HOURS

                          DUAL        SOLO

COMPLETE X HOURS =        #.#         #.#
ET & RX HOURS    =        #.#         #.#
WARMUP HOURS     =        #.#         #.#
INCOMPLETE HOURS =        #.#         #.#

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

The attrite program uses the same input corrections as the flight schedule input program. The final entry is "ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?" A "Y" response will prompt the next screen to appear while an "N" will step the user back through the existing screens allowing the opportunity for data correction.

Upon completion of the aircraft hours input, the user is queried as to aircraft downs:

```
HOW MANY AIRCRAFT DOWNS DID THE ## ###
#### ATTRITE HAVE SINCE ## ### ##-#
ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

This is the final input in this sequence. A duplicate set of information is requested pertaining to simulator sorties, hours, and downs, followed by entry of all the attrite data for both aircraft and simulators by production year. Finally, the user is prompted as to the addition of this attrite data to the permanent files.

```
DO YOU WANT TO ADD THE NEW ATTRITE DATA
TO THE VT PERMANENT FILES (Y OR N)?
DO YOU WANT TO ENTER ANY MORE NEW ATTRITE DATA (Y OR N)?
```

A "Y" response to "ANY MORE NEW ATTRITE DATA?" will allow the entry of the same information for additional attrites. An "N" response allows the opportunity for cumulative attrite printout information.

```
DO YOU WANT A CUMULATIVE ATTRITE PRINTOUT (Y OR N)?
```

An example of this output is contained in appendix B.

Following the printing of the cumulative attrite information or an "N" response to the preceding display, the user is returned to the initial attrite menu.

```
ATTRITE PROGRAM

1.  ADD NEW ATTRITE DATA
2.  PRINT CUMULATIVE ATTRITE DATA
3.  RETURN TO 'START'

SELECT FUNCTION DESIRED:  #
```

If function 2 is selected, the user is able to select the service categories to be printed.

```
##-## CUMULATIVE ATTRITE PRINTOUT

ATTRITE DATA MAY BE PRINTED FOR ANY SERVICE CATEGORY,
OR FOR ANY COMBINATION, OR FOR ALL OF THE SERVICE CATEGORIES.

INDICATE YOUR PREFERENCE BY KEYING 'Y' OR 'N' FOR EACH:

                NAVY    : #
                MARINE  : #
                COAST GD: #
                FOREIGN : #

WHAT IS TODAY'S DATE? ## ### ##

ARE YOU SATISFIED WITH THE ABOVE ENTRIES (Y OR N)?
```

Once the cumulative attrite information has been printed the initial attrite menu is redisplayed.

```
                ATTRITE PROGRAM

        1.  ADD NEW ATTRITE DATA
        2.  PRINT CUMULATIVE ATTRITE DATA
        3.  RETURN TO 'START'

            SELECT FUNCTION DESIRED:  #
```

A 3 response will return the user to the CAMIS Master Menu and allow the opportunity for report generation.

The annual planning program is initiated by option 9 of the CAMIS Master Menu. This planning program utilizes data from overhead files and squadron goal files to generate reports as detailed in appendix B. There are no user inputs to this report and no files updated during this processing.

Options 7, 8, and 10 of the CAMIS Master Menu are intended for wing analyst use and in future versions of CAMIS will be initiated under a system management menu.

Upon completion of CAMIS processing, option 11 will close all files and return the user to a SYSTEM READY mode.

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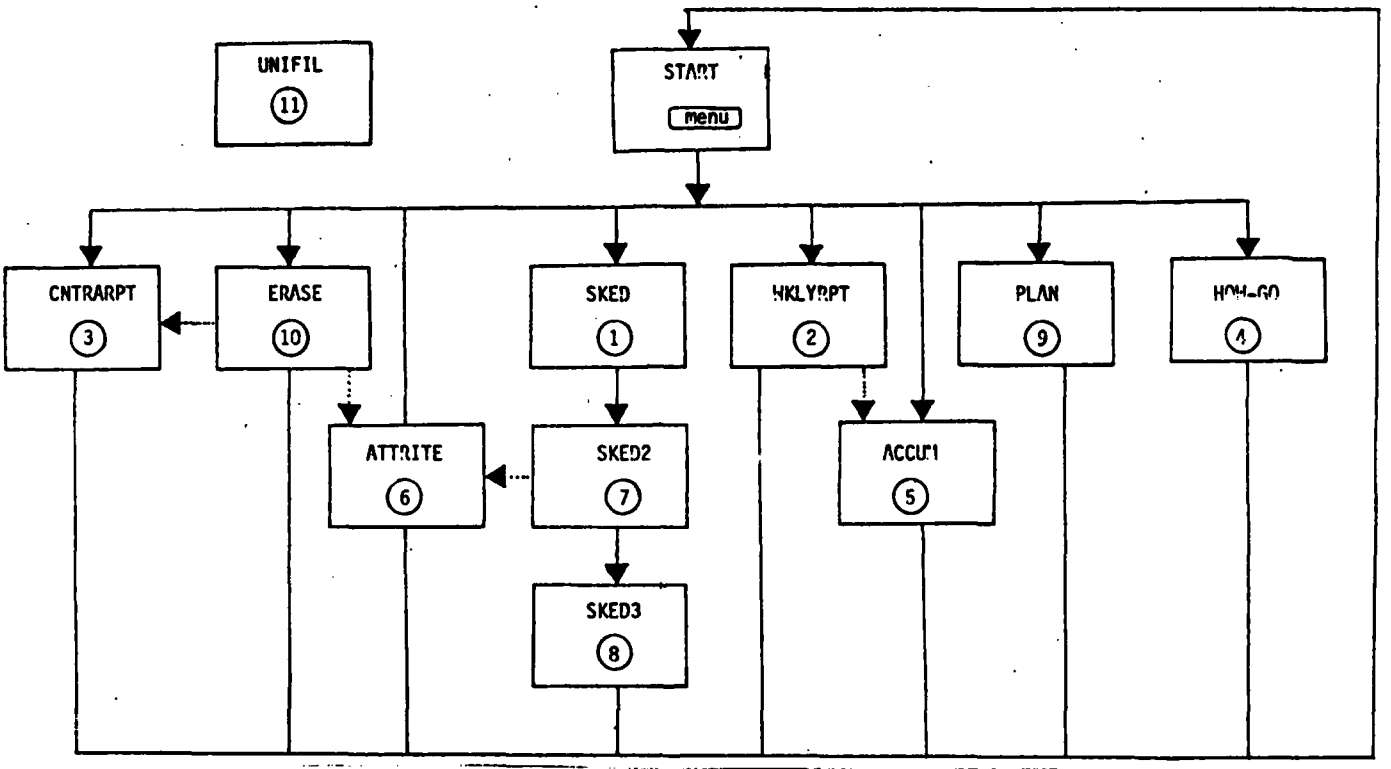
APPENDIX A

CHARTS AND WORKSHEETS



CNATRA AUTOMATED MANAGEMENT INFORMATION SYSTEM PROGRAMS

1. FLIGHT SCHEDULE INPUT PROGRAM
2. WEEKLY REPORT PROGRAM
3. CNATRA REPORTS PROGRAM
4. HOW-GO-ZIT PROGRAM
5. CUMULATIVE DATA PROGRAM
6. ATTRITE INPUT/DATA PRINTOUT PROGRAM
7. DATA FILE CORRECTION PROGRAM
8. SQDN MARGINAL GRADE PROGRAM
9. ANNUAL PLANNING PROGRAM
10. YEARLY ERASE PROGRAM
11. END PROGRAM

PROGRAM PROCESSING TIME TABLE

	PROGRAM	FREQUENCY
1.	Flight Schedule Input.....	Daily or as needed.
2.	Weekly Report.....	During the week for progress or end of the week to close the weekly files.
3.	CNATRA Reports.....	During the report period for progress or bimonthly to accumulate the CNATRA report.
4.	How-Go-Zit.....	Run anytime for progress and prior to weekly to update "must-fly" statistics.
5.	Cumulative Data.....	To provide a separate cumulative report for the weekly period.
6.	Attrite Input/Data Printout.....	Whenever there is a need to update the attrite data.
7.	Data File Correction.....	To update or correct existing data (not currently functional).
8.	SQDN Marginal Grade.....	As needed.
9.	Annual Planning.....	Implement whenever actual vs. planned results are desired.
10.	Yearly Erase.....	Year's end to reinitiate yearly files.

AUXILIARY FLIGHT SCHEDULE INFORMATION
DATE_____

1. IF THIS DATE IS A WEEKDAY, IS IT AN OFFICIAL HOLIDAY? YES NO
2. IS THIS A PARTIAL SCHEDULE?
3. _____ A3 AIRCRAFT ASSIGNED
4. AIRCRAFT AVAILABLE:
   _____1ST LAUNCH _____3RD LAUNCH _____5TH LAUNCH
   _____2ND LAUNCH _____4TH LAUNCH _____6TH LAUNCH
5. _____ ADMIN INSTRUCTORS ASSIGNED
6. _____ EFFECTIVE INSTRUCTORS ASSIGNED
7. _____ EFFECTIVE INSTRUCTORS AVAILABLE
8. _____ ADMIN NON-AVIATORS ASSIGNED
9. _____ ALL OTHER NON-AVIATORS ASSIGNED
10. _____ NON-FLEET EXPERIENCED AVIATORS ASSIGNED
11. _____ MARINE AVIATORS ASSIGNED
12. _____ ALL GROUP IX ENLISTED ASSIGNED
13. _____ ALL OTHER ENLISTED ASSIGNED
14. STUDENTS ASSIGNED:
    _____ NAVY STUDENTS _____ FOREIGN STUDENTS
    _____ MARINE STUDENTS _____ NON-PIPE STUDENTS
15. _____ UNQUALIFIED IUT'S ON BOARD
16. A/C FLIGHT-READY STUDENTS AVAILABLE:
    _____ NAVY STUDENTS _____ NON-PIPE STUDENTS
    _____ MARINE STUDENTS _____ UNQUALIFIED IUT'S
    _____ FOREIGN STUDENTS
17. A/C FLIGHT-READY STUDENTS MEDICALLY GROUNDED:
    _____ NAVY STUDENTS _____ NON-PIPE STUDENTS
    _____ MARINE STUDENTS _____ UNQUALIFIED IUT'S
    _____ FOREIGN STUDENTS
18. STUDENT CHECK-INS THIS DATE:
    _____ NAVY STUDENTS _____ COAST GD STUDENTS
    _____ MARINE STUDENTS _____ FOREIGN STUDENTS
19. STUDENT COMPLETIONS THIS DATE:
    _____ NAVY STUDENTS _____ COAST GD STUDENTS
    _____ MARINE STUDENTS _____ FOREIGN STUDENTS
    WEEKS/HOURS FOR EACH NAVY/MARINE STUDENT COMPLETION:
    ____/____ ____/____ ____/____ ____/____
    ____/____ ____/____ ____/____ ____/____
20. _____ NUMBER OF SCHEDULED FLYDAYS (0, .5, OR 1)
21. STUDENT DOWNS THIS DATE:
    _____ NAVY STUDENTS _____ COAST GD STUDENTS
    _____ MARINE STUDENTS _____ FOREIGN STUDENTS
22. STUDENT ATTRITES THIS DATE:
    _____ NAVY STUDENTS _____ COAST GD STUDENTS
    _____ MARINE STUDENTS _____ FOREIGN STUDENTS

ATTRITE WORKSHEET

AIRCRAFT FLIGHTS

SORTIES FLOWN		HOURS DUAL	HOURS SOLO
_____	STUD 'X's	____	____
_____	ET & RX's	____	____
_____	WARMUPs	____	____
_____	INCOMPLETEs	____	____

SIMULATOR FLIGHTS

SORTIES FLOWN		HOURS DUAL	HOURS SOLO
_____	STUD 'X's	____	____
_____	ET & RX's	____	____
_____	WARMUPs	____	____
_____	INCOMPLETEs	____	____

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APPENDIX B

SAMPLE OUTPUTS

VT-25

AIRCRAFT SCHEDULE

FULL SCHEDULE

FRIDAY 03 JUL 81

SORTIE	D/S	TYPE FLIGHT	HOURS	TYPE LOSS	SERVICE
1	S	STUD 'X'	2.1	COMPLETE	N <81>
2	D	STUD 'X'	1.2	COMPLETE	N <81>
3	S	EX TIME	1.0	COMPLETE	M <81>
4	SYYN	IUT	2.2	INC MAINT	IUT
5	D	SPECIAL	1.1	INC WX	
6	D	INST CK	2.1	COMPLETE	
7	S	STUD 'X'	2.1	COMPLETE	F <81>

TOTAL Xs (COMPLETE & WAIVED) = 3 TOTAL HOURS = 11.8

SIMULATOR SCHEDULE

SORTIE	D/S	TYPE FLIGHT	HOURS	TYPE LOSS	PROD YR
1	S	STUD 'X'	1.1	COMPLETE	<81>
2	S	WARMUP	2.1	INC OTHER	<81>
3	D	OTHER	1.1	COMPLETE	

TOTAL Xs (COMPLETE & WAIVED) = 1 TOTAL HOURS = 4.3

SPECIAL REPORT DATA

	STUDENTS IN FLT STATS/STATS	N-FLT	ALL SKED Xs & RXs	COMPLETE Xs & RXs - DOWNS	INC Xs & RXs	DOWNS	ALL SKED WARMUPs & ETs
NAVY	5 /	0	2	1	0	1	0
MARINE	6 /	0	0	0	0	0	1
COAST GD	3 /	0	0	0	0	0	0
FOREIGN	2 /	0	1	1	0	0	0
SPECIAL	1 /	0	0	0	0	0	0
IUT	2 /	0	1	0	1	0	0

VT-25 AIRCRAFT TRAINING BRIEF - FRIDAY 03 JUL 81

FULL SCHEDULE

COMPLETE SORTIES

	SKED	PLAN	FLOWN	% SKED	% PLAN
'STUD 'X'	3	0.0	3	100.0%	0.0%
EX TIME	1	0.0	1	100.0%	0.0%
WARMUP	0	0.0	0	0.0%	0.0%
RECHECK	0	0.0	0	0.0%	0.0%
SUBTOTAL	4	0.0	4	100.0%	0.0%
CHASE/LD	0	0.0	0	0.0%	0.0%
TARGET	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
SYLBS SUBTTL	4	0.0	4	100.0%	0.0%
IUT	1	0.0	0	0.0%	0.0%
INST CK	1	0.0	1	100.0%	0.0%
INST PRO	0	0.0	0	0.0%	0.0%
PMFCF	0	0.0	0	0.0%	0.0%
FERRY	0	0.0	0	0.0%	0.0%
SPECIAL	1	0.0	0	0.0%	0.0%
SUBTOTAL	3	0.0	1	33.3%	0.0%
OTHER	0	0.0	0	0.0%	0.0%
NONPIPE	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
SUPRT SUBTTL	3	0.0	1	33.3%	0.0%
TOTAL	7	0.0	5	71.4%	0.0%

AIRCRAFT HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	1.2	4.2	5.4
ET & RX	0.0	1.0	1.0
WARMUP	0.0	0.0	0.0
SYLL INC	0.0	0.0	0.0
SUBTOTAL	1.2	5.2	6.4
CHASE/LD	0.0	0.0	0.0
TARGET	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
SYLBS SUBTTL	1.2	5.2	6.4
IUT	0.0	0.0	0.0
INST CK	2.1	0.0	2.1
INST PRO	0.0	0.0	0.0
PMFCF	0.0	0.0	0.0
FERRY	0.0	0.0	0.0
SPECIAL	0.0	1.1	1.1
SUBTOTAL	2.1	1.1	3.2
OTHER	0.0	0.0	0.0
NONPIPE	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
SUPRT SUBTTL	2.1	1.1	3.2
TOTAL	3.3	6.3	9.6

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC WX	0	0.0%	1	33.3%	1	14.3%
INC MAINT	0	0.0%	1	33.3%	1	14.3%
INC OTHER	0	0.0%	0	0.0%	0	0.0%
INC SUBTOTAL	0	0.0%	2	66.7%	2	28.6%
CNX WX	0	0.0%	0	0.0%	0	0.0%
CNX MAINT	0	0.0%	0	0.0%	0	0.0%
CNX OPS	0	0.0%	0	0.0%	0	0.0%
CNX INA	0	0.0%	0	0.0%	0	0.0%
CNX SNA	0	0.0%	0	0.0%	0	0.0%
CNX OTHER	0	0.0%	0	0.0%	0	0.0%
CNX SUBTOTAL	0	0.0%	0	0.0%	0	0.0%
TOTAL	0	0.0%	2	66.7%	2	28.6%

AVAILABILITY

STUDENTS AVAILABLE = 15.0 OF 16.0 = 93.8%
INSTRUCTORS AVAILABLE = 3.0 OF 3.0 = 100.0%
AIRCRAFT AVAILABLE = 8.3 OF 10.0 = 83.3%
BY LAUNCH: 9 / 7 / 9

CNATRA BEMIMONTHLY REPORT INPUT

VT-25	(1)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(34)	(36)	(41)	(43)	(45)
03 JUL 81	0 / 0 / 0 / 0	3/ 2	2	4	2	2	2	2	6.4	1.2	9.8	6.4	9.6	0

VT-25 SIMULATOR TRAINING BRIEF - FRIDAY 03 JUL 81

FULL SCHEDULE

COMPLETE SORTIES

	SKED	PLAN	FLOWN	% SKED	% PLAN
STUD 'X'	1	0.0	1	100.0%	0.0%
EX TIME	0	0.0	0	0.0%	0.0%
WARMUP	1	0.0	0	0.0%	0.0%
RECHECK	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
CHASE/LD	0	0.0	0	0.0%	0.0%
TARGET	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
SYLBS SUBTTL	2	0.0	1	50.0%	0.0%
IUT	0	0.0	0	0.0%	0.0%
INST CK	0	0.0	0	0.0%	0.0%
INST PRO	0	0.0	0	0.0%	0.0%
PMFCF	0	0.0	0	0.0%	0.0%
FERRY	0	0.0	0	0.0%	0.0%
SPECIAL	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
OTHER	1	0.0	1	100.0%	0.0%
NONPIPE	0	0.0	0	0.0%	0.0%
SUBTOTAL	1	0.0	1	100.0%	0.0%
SUPRT SUBTTL	1	0.0	1	100.0%	0.0%
TOTAL	3	0.0	2	66.7%	0.0%

SIMULATOR HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	0.0	1.1	1.1
ET & RX	0.0	0.0	0.0
WARMUP	0.0	0.0	0.0
SYLL INC	2.1	0.0	2.1
SUBTOTAL	0.0	0.0	0.0
CHASE/LD	0.0	0.0	0.0
TARGET	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
SYLBS SUBTTL	2.1	1.1	3.2
IUT	0.0	0.0	0.0
INST CK	0.0	0.0	0.0
INST PRO	0.0	0.0	0.0
PMFCF	0.0	0.0	0.0
FERRY	0.0	0.0	0.0
SPECIAL	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
OTHER	1.1	0.0	1.1
NONPIPE	0.0	0.0	0.0
SUBTOTAL	1.1	0.0	1.1
SUPRT SUBTTL	1.1	0.0	1.1
TOTAL	3.2	1.1	4.3

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC MAINT	0	0.0%	0	0.0%	0	0.0%
INC OTHER	1	25.0%	0	0.0%	1	14.3%
INC SUBTOTAL	1	25.0%	0	0.0%	1	14.3%
CNX WX	0	0.0%	0	0.0%	0	0.0%
CNX MAINT	0	0.0%	0	0.0%	0	0.0%
CNX OPS	0	0.0%	0	0.0%	0	0.0%
CNX INA	0	0.0%	0	0.0%	0	0.0%
CNX SNA	0	0.0%	0	0.0%	0	0.0%
CNX OTHER	0	0.0%	0	0.0%	0	0.0%
CNX SUBTOTAL	0	0.0%	0	0.0%	0	0.0%
TOTAL	1	25.0%	0	0.0%	1	14.3%

VT-25 WEEKLY REPORT INPUTS

DAILY ENTRIES

	STUDENTS											STAFF				INST		A/C	
	INPUTS N/ R / CG/FOR/ NP					AVG ASSGND (2)	AVG AVAIL (3)	COMPLETIONS N (5)	R (6)	CG/ FOR (7)	HRS TD COMPLT (9)	HRS TD COMPLT (10)	ENLISTED GROUP (22)	IN (23)	AVIATORS ADMIN (24)	NFEA (27)	AVG ASSGND (31)	AVG AVAIL (32)	AVG ASSGND (35)	AVG AVAIL (36)
DATE		(1)			(45)															
29 JUN	3/	2/	0/	0/	0	45.0	35.0	0	0	0/ 0			147.0	1.0	6.0	7.0	26.0	25.0	29.0	13.0
30 JUN	0/	0/	0/	0/	0	45.0	34.0	0	0	0/ 0			147.0	2.0	6.0	7.0	26.0	24.0	28.0	13.3
TOTAL	3/	2/	0/	0/	0	45.0	34.5	0	0	0/ 0	0.00	0.0	147.0	1.5	6.0	7.0	26.5	24.5	29.0	13.2

FURTHER ENTRIES EXPECTED

VT-25 WEEKLY AIRCRAFT TRAINING BRIEF

FOR THE INCOMPLETE WEEK THROUGH 30 JUN 81

COMPLETE SORTIES

	SKED	MUST FLY	FLOWN	% SKED	% PLAN
STUD 'X'	84	0.0	75	89.2%	0.0%
EX TIME	0	0.0	0	0.0%	0.0%
MAKEUP	0	0.0	0	0.0%	0.0%
RECHECK	0	0.0	0	0.0%	0.0%
SUBTOTAL	84	0.0	75	89.2%	0.0%
CHASE/LD	24	0.0	24	100.0%	0.0%
TARGET	0	0.0	0	0.0%	0.0%
SUBTOTAL	24	0.0	24	100.0%	0.0%
SYLBS SUBTTL	108	0.0	99	91.7%	0.0%
IUT	1	0.0	0	0.0%	0.0%
INST CK	0	0.0	0	0.0%	0.0%
INST PRO	0	0.0	0	0.0%	0.0%
PNFCF	1	0.0	1	100.0%	0.0%
FERRY	0	0.0	0	0.0%	0.0%
SPECIAL	0	0.0	0	0.0%	0.0%
SUBTOTAL	2	0.0	1	50.0%	0.0%
OTHER	3	0.0	3	100.0%	0.0%
NONPIPE	0	0.0	0	0.0%	0.0%
SUBTOTAL	3	0.0	3	100.0%	0.0%
SUPRT SUBTTL	5	0.0	4	80.0%	0.0%
TOTAL	113	0.0	103	91.2%	0.0%
TOTAL w/ INC	113	0.0	106	93.8%	0.0%

AIRCRAFT HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	54.7	33.9	88.6
ET & RX	0.0	0.0	0.0
MAKEUP	0.0	0.0	0.0
SYLL INC	3.2	0.0	3.2
SUBTOTAL	57.9	33.9	91.8
CHASE/LD	4.3	24.8	29.1
TARGET	0.0	0.0	0.0
SUBTOTAL	4.3	24.8	29.1
SYLBS SUBTTL	62.2	58.7	120.9
IUT	0.0	0.0	0.0
INST CK	0.0	0.0	0.0
INST PRO	0.0	0.0	0.0
PNFCF	0.7	0.0	0.7
FERRY	0.0	0.0	0.0
SPECIAL	0.0	0.0	0.0
SUBTOTAL	0.7	0.0	0.7
OTHER	7.2	1.5	8.7
NONPIPE	0.0	0.0	0.0
SUBTOTAL	7.2	1.5	8.7
SUPRT SUBTTL	7.9	1.5	9.4
TOTAL	70.1	60.2	130.3

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	0	%	0	%	0	%
INC MN	0	0.0%	0	0.0%	0	0.0%
INC MAINT	1	0.9%	0	0.0%	1	0.9%
INC OTHER	2	1.9%	0	0.0%	2	1.8%
INC SUBTOTAL	3	2.8%	0	0.0%	3	2.7%
CAN MN	4	3.7%	0	0.0%	4	3.5%
CAN MAINT	2	1.9%	0	0.0%	2	1.8%
CAN OPS	0	0.0%	1	20.0%	1	0.9%
CAN INA	0	0.0%	0	0.0%	0	0.0%
CAN SNA	0	0.0%	0	0.0%	0	0.0%
CAN OTHER	0	0.0%	0	0.0%	0	0.0%
CAN SUBTOTAL	6	5.6%	1	20.0%	7	6.2%
TOTAL	9	8.3%	1	20.0%	10	8.8%

AVAILABILITY

(DAILY AVERAGE)

STUDENTS AVAILABLE = 34.5 OF 45.0 = 76.7%
INSTRUCTORS AVAILABLE = 24.5 OF 25.5 = 96.1%
AIRCRAFT AVAILABLE = 13.2 OF 23.0 = 57.6%
BY LAUNCH: 15.0/13.5/12.5/12.0
0 ENTRIES: (0) (0) (0) (0)

STATUS BOARD INFORMATION

WEEK'S TOTAL OVERHEAD	= 89.2%
WEEK'S IUT OVERHEAD	= 0.0%
WEEK'S SYLLABUS WEATHER LOSS	= 3.7%
WEEK'S WAIVED A/C / SIM 'X's	= 0/ 0
CUMULATIVE TOTAL SORTIES SKED	= 10196
CUMULATIVE TOTAL SORTIES FLOWN	= 7849
CUMULATIVE Xs SKED (-ATTRITES)	= 6798
CUMULATIVE Xs FLOWN (-ATTRITES)	= 4173

VT-25 WEEKLY SIMULATOR TRAINING BRIEF

FOR THE INCOMPLETE WEEK THROUGH 30 JUN 81

COMPLETE SORTIES

	SKED	MUST FLY	FLOWN	% SKED	% PLAN
STUD 'X'	26	0.0	22	84.6%	0.0%
EX TIME	0	0.0	0	0.0%	0.0%
WARMUP	0	0.0	0	0.0%	0.0%
RECHECK	0	0.0	0	0.0%	0.0%
SYLBS SUBTTL	26	0.0	22	84.6%	0.0%
IUT	0	0.0	0	0.0%	0.0%
INST CK	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
OTHER	0	0.0	0	0.0%	0.0%
NONPIPE	0	0.0	0	0.0%	0.0%
SUBTOTAL	0	0.0	0	0.0%	0.0%
SUPRT SUBTTL	0	0.0	0	0.0%	0.0%
TOTAL	26	0.0	22	84.6%	0.0%
TOTAL w/ INC	26	0.0	22	84.6%	0.0%

SIMULATOR HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	24.0	20.0	44.0
ET & RX	0.0	0.0	0.0
WARMUP	0.0	0.0	0.0
SYLL INC	0.0	0.0	0.0
SYLBS SUBTTL	24.0	20.0	44.0
IUT	0.0	0.0	0.0
INST CK	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
OTHER	0.0	0.0	0.0
NONPIPE	0.0	0.0	0.0
SUBTOTAL	0.0	0.0	0.0
SUPRT SUBTTL	0.0	0.0	0.0
TOTAL	24.0	20.0	44.0

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC MAINT	0	0.0%	0	0.0%	0	0.0%
INC OTHER	0	0.0%	0	0.0%	0	0.0%
INC SUBTOTAL	0	0.0%	0	0.0%	0	0.0%
CNX WX	0	0.0%	0	0.0%	0	0.0%
CNX MAINT	4	15.4%	0	0.0%	4	15.4%
CNX OPS	0	0.0%	0	0.0%	0	0.0%
CNX INA	0	0.0%	0	0.0%	0	0.0%
CNX SNA	0	0.0%	0	0.0%	0	0.0%
CNX OTHER	0	0.0%	0	0.0%	0	0.0%
CNX SUBTOTAL	4	15.4%	0	0.0%	4	15.4%
TOTAL	4	15.4%	0	0.0%	4	15.4%

VT-25

CNATRA AVIATION STATISTICAL REPORT
PAGE 1

STUDENTS

DATE	INPUTS N/ M / CG/FOR (1)	AVG ASN (2)	AVG AVL (3)	ON BOARD END N M CG/ F (4)	RPT PD COMPLETIONS N M CG/FOR TOTAL (5) (6) (7) (8)	WKS TO CMPLT (9)	HRS TO CMPLT (10)	CUMULATIVE COMPLETIONS N M CG/FOR TOTAL (11) (12) (13) (14)	WKS TO CMPLT (15)	HRS TO CMPLT (16)
30 JUN 81				27/18/ 0/ 0	NEW REPORT PERIOD			37 19 0/ 0 56	22.66	91.2

THERE HAVE BEEN ZERO FULL SCHEDULES ENTERED THIS REPORT PERIOD

FURTHER ENTRIES EXPECTED

VT-25

CNATRA AVIATION STATISTICAL REPORT
PAGE 2

DATE	ATTRITES REPORTING PERIOD N/ M / CG/FOR (17)	CUMULATIVE N/ M / CG/FOR (18)	WEATHER SKED DAYS (19)	X (20)	FLY DAYS (21)	STAFF ENLISTED GP IX/OTHER (22)	IUTS (23)	ADMIN INST (24)	NON-AVTRS ADMIN (25)	OTHER (26)	AVIATORS NFEA (27)	MARINE (28)	MISC IUT HRS	N-P HRS
30 JUN 81		1/ 1/ 0/ 0				NEW REPORT PERIOD								

THERE HAVE BEEN ZERO FULL SCHEDULES ENTERED THIS REPORT PERIOD

FURTHER ENTRIES EXPECTED

VT-25

CNATRA AVIATION STATISTICAL REPORT
PAGE 3

DATE	STUDENTS SYLLABUS HRS RPT PD (29)	CUM (30)	FLIGHT ASGND (31)	STATUS (32)	X (33)	INSTRUCTORS STUD-INST HRS RPT PD (34)	CUM (35)	AVIATOR HRS RPT PD (36)	CUM (37)	AIRCRAFT ASGND (38)	IN COMM (39)	X (40)	SYLLABUS A/C HRS RPT PD (41)	CUM (42)	TOTAL HRS RPT PD (43)	CUM (44)	N-P IN- PUT (45)	ABD END (46)
30 JUN		6533.8					6457.9		8620.1					8081.2		9730.0		

THERE HAVE BEEN ZERO FULL SCHEDULES ENTERED THIS REPORT PERIOD

FURTHER ENTRIES EXPECTED

VT-25 AIRCRAFT HOW-GO-ZIT

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CNATRA PLANNED WORDAYS / 191 ACTUAL WORKDAYS)

COMPLETE AIRCRAFT SORTIES

	CNATRA OVHD	HISTORICAL OVHD	CURRENT OVHD	OVHD DELTA FM CNATRA(1)	PLANNED TO SKED	SCHEDULED + WAIVED	GOAL TO FLY	FLOWN + WAIVED
STUD 'X'	0.0%	0.0%	0.0%	+0.0%	6860	6803	5820	4178
ET & RX	6.5%	0.1%	2.6%	-3.9%		136		108
WARMUP	0.0%	0.3%	1.7%	+1.7%		85		71
ATTRITE	3.0%	4.1%	22.8%	+19.8%		10		950
SUBTOTAL	9.5%	0.4%	27.1%	+17.6%	7176	7034	5461	5307
CHASE/LD	36.1%	23.6%	31.9%	-4.2%	1619	1775	1232	1325
TARGET	2.3%	0.1%	0.0%	-2.3%		2		2
SUBTOTAL	38.4%	23.7%	31.9%	-6.5%	1626	1777	1237	1327
SYLBS SUBTTL	47.9%	24.1%	59.0%	+11.1%	8802	8806	6698	6639
IUT	6.5%	7.1%	8.7%	+2.2%	425	488	371	369
INST CK	1.2%	1.1%	0.6%	-0.6%	66	23	57	21
INST PRO	0.0%	5.9%	7.9%	+7.9%		358		331
PHFCF	2.2%	1.4%	1.8%	-0.4%		78		77
FERRY	0.7%	2.9%	3.7%	+3.0%		172		156
SPECIAL	1.4%	1.5%	0.7%	-0.7%		33		31
SUBTOTAL	12.0%	19.9%	23.6%	+11.6%	1190	1157	1039	990
OTHER	0.0%	0.0%	3.3%	+3.3%	0	141	0	141
NONPIPE	0.0%	2.1%	2.3%	+2.3%		107		94
SUBTOTAL	0.0%	2.1%	5.5%	+5.5%	126	248	110	235
SUPRT SUBTTL	12.0%	22.0%	29.1%	+17.1%	1316	1400	1148	1220
TOTAL	59.9%	46.1%	88.1%	+28.2%	10117	10201	7846	7854

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC MX	166	1.9%	7	0.5%	173	1.7%
INC MAINT	161	1.8%	5	0.4%	166	1.6%
INC OTHER	69	0.8%	9	0.6%	78	0.8%
INC SUBTOTAL	396	4.5%	21	1.5%	417	4.1%
CNX MX	1062	12.1%	70	5.0%	1132	11.1%
CNX MAINT	270	3.1%	27	1.9%	297	2.9%
CNX OPS	204	2.3%	22	1.6%	226	2.2%
CNX INA	50	0.6%	19	1.4%	69	0.7%
CNX BNA	153	1.7%	19	1.4%	172	1.7%
CNX OTHER	32	0.4%	2	0.1%	34	0.3%
CNX SUBTOTAL	1771	20.1%	159	11.4%	1930	18.9%
TOTAL	2167	24.6%	180	12.9%	2347	23.0%
HISTORICAL TOTAL		23.9%		12.7%		22.4%

VT-25 UPDATED PLANNING DOCUMENT FOR AIRCRAFT SORTIES

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CNATRA PLANNED WORDAYS / 191 ACTUAL WORKDAYS)

	HISTORICAL OVHD	OVHD DELTA FM HIST(1)	GOAL TO FLY	SORTIE DELTA (2)	MUST FLY(3) WEEKLY SKED(4)	WEEKLY FLY	DAILY SKED(4)	DAILY FLY	ORIGINAL GOAL DAILY SKED	ORIGINAL GOAL DAILY FLY
STUD 'X'	0.0%	+0.0%	5820	-1042	301.6	229.5	60.3	45.9	38.5	29.3
ET & RX	0.1%	+2.4%	10	+103						
WARMUP	0.3%	+1.4%	16	+60						
ATTRITE	4.1%	+18.7%	215	+740						
SUBTOTAL	0.4%	+26.6%	5461	-139	217.5	165.5	43.5	33.1	40.3	30.7
CHASE/LD	23.6%	+8.3%	1232	+103	34.8	26.5	7.0	5.3	9.1	6.9
TARGET	0.1%	-0.1%	5	+2						
SUBTOTAL	23.7%	+8.2%	1237	+105	35.5	27.0	7.1	5.4	9.1	7.0
SYLBS SUBTTL	24.1%	+34.8%	6698	-34	253.6	193.0	50.7	38.6	49.4	37.6
IUT	7.1%	+1.6%	371	-2	12.0	10.5	2.4	2.1	2.4	2.1
INST CK	1.1%	-0.5%	57	-26						
INST PRO	5.9%	+2.0%	308	+28						
PHFCF	1.4%	+0.4%	73	+9						
FERRY	2.9%	+0.8%	151	+10						
SPECIAL	1.5%	-0.8%	78	-42						
SUBTOTAL	19.9%	+3.7%	1039	-23	37.8	33.0	7.6	6.6	6.7	5.8
OTHER	0.0%	+3.3%	0	+141						
NONPIPE	2.1%	+0.2%	110	-11						
SUBTOTAL	2.1%	+3.4%	110	+130	0.0	0.0	0.0	0.0	0.7	0.6
SUPRT SUBTTL	22.0%	+7.1%	1148	+107	30.4	26.5	6.1	5.3	7.4	6.5
TOTAL	46.1%	+41.9%	7846	+73	283.9	220.0	56.8	44.0	56.8	44.1

NOTES

(1) IN THE 'OVHD DELTA' COLUMNS, A NEGATIVE (-) VALUE SHOWS THAT THE ACTUAL OVERHEAD WAS LESS THAN PLANNED.
(2) IN THE 'SORTIE DELTA' COLUMN, A NEGATIVE (-) VALUE SHOWS THAT LESS SORTIES HAVE BEEN FLOWN THAN WERE PLANNED OR REQUIRED.
(3) THE UPDATED PLANNING 'MUST FLY' COLUMNS ARE CALCULATED ASSUMING 63 WORKDAYS REMAIN TO MAKE GOALS SET BY HISTORICAL OVERHEAD.
(4) THE UPDATED 'SKED' REQUIREMENTS ARE CALCULATED USING THE HISTORICAL LOSS RATE.

VT-25 SIMULATOR HOW-GO-ZIT

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CHATRA PLANNED MONDAYS / 191 ACTUAL MONDAYS)

COMPLETE SIMULATOR SORTIES

	CHATRA OMD	HISTORICAL OMD	CURRENT OMD	OMD DELTA FM CHATRA(1)	PLANNED TO SKED	SCHEDULED + WAIVED	GOAL TO FLY	FLOWN + WAIVED
STUD 'X'	0.0%	0.0%	0.0%	+0.0%	2998	2458	2748	1588
ET & RH	6.4%	0.4%	0.4%	-6.0%		6		6
WARMUP	0.0%	0.0%	0.2%	+0.2%		3		3
ATTRITE	2.2%	4.2%	40.3%	+38.1%		0		640
SYLBS SUBTTL	8.6%	0.4%	40.8%	+32.2%	2190	2467	2873	2236
IUT	1.6%	1.5%	2.9%	+1.3%	58	52	41	46
INST CK	1.2%	2.4%	3.7%	+1.5%	92	59	66	43
SUBTOTAL	2.8%	3.9%	5.6%	+2.8%	150	111	107	89
OTHER	0.0%	0.0%	0.1%	+0.1%	0	2	0	1
NONPIPE	0.0%	0.4%	1.4%	+1.4%		24		23
SUBTOTAL	0.0%	0.4%	1.5%	+1.5%	15	26	11	24
SUPRT SUBTTL	2.8%	4.3%	7.1%	+4.3%	166	137	118	113
TOTAL	11.4%	4.7%	47.9%	+36.5%	2095	2604	2991	2349

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC WX	0	0.0%	0	0.0%	0	0.0%
INC MAINT	11	0.4%	0	0.0%	11	0.4%
INC OTHER	1	0.0%	0	0.0%	1	0.0%
INC SUBTOTAL	12	0.5%	0	0.0%	12	0.5%
CHK WX	1	0.0%	1	0.7%	2	0.1%
CHK MAINT	120	4.9%	5	3.6%	125	4.8%
CHK OPS	30	1.2%	6	4.4%	36	1.4%
CHK INA	41	1.7%	11	8.0%	52	2.0%
CHK SNA	24	1.0%	1	0.7%	25	1.0%
CHK OTHER	2	0.1%	0	0.0%	2	0.1%
CHK SUBTOTAL	218	8.8%	24	17.5%	242	9.3%
TOTAL	230	9.3%	24	17.5%	254	9.8%
HISTORICAL TOTAL		8.2%		88.6%		10.8%

VT-25 UPDATED PLANNING DOCUMENT FOR SIMULATOR SORTIES

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CHATRA PLANNED MONDAYS / 191 ACTUAL MONDAYS)

	HISTORICAL OMD	OMD DELTA FM HIST(1)	GOAL TO FLY	SORTIE DELTA (2)	MUST FLY(3) WEEKLY SKED(4)	WEEKLY FLY	DAILY SKED(4)	DAILY FLY	ORIGINAL GOAL DAILY SKED	ORIGINAL GOAL DAILY FLY
STUD 'X'	0.0%	+0.0%	2748	-1160	176.4	169.0	35.3	33.8	16.8	15.4
ET & RH	0.4%	+0.0%	11	-5						
WARMUP	0.0%	+0.2%	0	+3						
ATTRITE	4.2%	+36.1%	115	+525						
SYLBS SUBTTL	0.4%	+40.4%	2873	-637	137.3	131.5	27.5	26.3	17.6	16.1
IUT	1.5%	+1.4%	41	+5	1.0	1.0	0.2	0.2	0.3	0.2
INST CK	2.4%	+0.3%	66	-23						
SUBTOTAL	3.9%	+1.7%	107	-686	4.5	4.5	0.9	0.9	0.8	0.6
OTHER	0.0%	+0.1%	0	+1						
NONPIPE	0.4%	+1.0%	11	+12						
SUBTOTAL	0.4%	+1.1%	11	+13	0.0	0.0	0.0	0.0	0.1	0.1
SUPRT SUBTTL	4.3%	+2.8%	118	-5	3.5	3.5	0.7	0.7	0.9	0.7
TOTAL	4.7%	+43.2%	2991	-642	147.9	135.0	29.6	27.0	18.5	16.8

NOTES

(1) IN THE 'OMD DELTA' COLUMNS, A NEGATIVE (-) VALUE SHOWS THAT THE ACTUAL OVERHEAD WAS LESS THAN PLANNED.
(2) IN THE 'SORTIE DELTA' COLUMN, A NEGATIVE (-) VALUE SHOWS THAT LESS SORTIES HAVE BEEN FLOWN THAN WERE PLANNED OR REQUIRED.
(3) THE UPDATED PLANNING 'MUST FLY' COLUMNS ARE CALCULATED ASSUMING 63 MONDAYS REMAIN TO RAISE GOALS SET BY HISTORICAL OVERHEAD.
(4) THE UPDATED 'SKED' REQUIREMENTS ARE CALCULATED USING THE HISTORICAL LOSS RATE.

VT-25 CUMULATIVE AIRCRAFT TRAINING BRIEF

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CNATRA PLANNED WORKDAYS / 191 ACTUAL WORKDAYS)

COMPLETE SORTIES

	SKED	GOAL	FLOWN	% SKED	% GOAL
STUD 'X'	6798	5220	4173	61.4%	79.9%
WX DET X	0		0	0.0%	0.0%
ET & RX	136	10	108	79.4%	1091.2%
WARMUP	85	16	71	83.5%	453.4%
ATTRITE	10	215	950	000.0%	442.0%
SUBTOTAL	7029	5461	5302	75.4%	97.1%
CHASE/LD	1770	1232	1330	75.1%	108.0%
TARGET	2	5	2	100.0%	38.1%
SUBTOTAL	1772	1237	1332	75.2%	107.7%
SYLBS SUBTTL	8801	6698	6634	75.4%	99.0%
IUT	483	371	364	75.4%	98.2%
INST CK	28	57	26	92.9%	45.2%
INST PRO	358	308	331	92.5%	107.5%
PNFCF	78	73	77	98.7%	105.2%
FERRY	172	151	156	90.7%	103.0%
SPECIAL	33	78	31	93.9%	39.6%
SUBTOTAL	1152	1039	985	85.5%	94.8%
OTHER	136	0	136	100.0%	0.0%
NONPIPE	107	110	94	87.9%	85.8%
SUBTOTAL	243	110	230	94.7%	209.8%
SUPRT SUBTTL	1395	1148	1215	87.1%	105.8%
TOTAL	10196	7846	7849	77.0%	100.0%
TOTAL w/ INC	10196	8376	8266	81.1%	98.7%

AIRCRAFT HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	3865.3	1996.6	5861.9
WX DET X	0.0	0.0	0.0
ET & RX	52.4	43.7	96.1
WARMUP	25.4	23.0	48.4
SYLL INC	228.6	51.0	279.6
SUBTOTAL	4171.7	2114.3	6286.0
CHASE/LD	405.3	1285.0	1690.3
TARGET	2.2	0.0	2.2
SUBTOTAL	407.5	1285.0	1692.5
SYLBS SUBTTL	4579.2	3399.3	7978.5
IUT	384.5	93.9	478.4
INST CK	10.1	9.2	19.3
INST PRO	294.9	262.0	556.9
PNFCF	41.5	17.1	58.6
FERRY	81.0	74.3	155.3
SPECIAL	29.0	16.7	45.7
SUBTOTAL	841.0	473.2	1314.2
OTHER	181.7	152.9	334.6
NONPIPE	72.3	30.4	102.7
SUBTOTAL	254.0	183.3	437.3
SUPRT SUBTTL	1095.0	656.5	1751.5
TOTAL	5674.2	4055.8	9730.0

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC WX	166	1.9%	7	0.5%	173	1.7%
INC MAINT	161	1.8%	5	0.4%	166	1.6%
INC OTHER	69	0.8%	9	0.6%	78	0.8%
INC SUBTOTAL	396	4.5%	21	1.5%	417	4.1%
CNX WX	1062	12.1%	70	5.0%	1132	11.1%
CNX MAINT	270	3.1%	27	1.9%	297	2.9%
CNX OPS	204	2.3%	22	1.6%	226	2.2%
CNX INA	50	0.6%	19	1.4%	69	0.7%
CNX SNA	153	1.7%	19	1.4%	172	1.7%
CNX OTHER	32	0.4%	2	0.1%	34	0.2%
CNX SUBTOTAL	1771	20.1%	159	11.4%	1930	18.9%
TOTAL	2167	24.6%	180	12.9%	2347	23.0%

AVAILABILITY/MISC

(DAILY AVERAGE)

STUDENTS AVAILABLE	=143.9 OF 44.0 =327.3%
INSTRUCTORS AVAILABLE	=111.4 OF 26.7 =417.6%
AIRCRAFT AVAILABLE	= 71.3 OF 23.6 =301.8%
BY LAUNCH:	16.7/15.8/14.9/13.6
# ENTRIES:	(191)(187)(174)(59)
UNQUALIFIED IUTS ASSIGNED	= 3.0
ADMIN INSTRUCTORS ASSIGNED	= 6.0
NON-FLEET EXPERIENCED AVIATORS ASSIGNED	= 7.5
GROUP IX ENLISTED ASSIGNED	=133.2
PIPELINE STUDENT INPUTS:	
(NAVY/MARINE/CST GD/FOREIGN)	= 43/ 25/ 0/ 0
NONPIPELINE STUDENT INPUTS	= 0
PIPELINE STUDENT COMPLETIONS:	
(NAVY/MARINE/CST GD/FOREIGN)	= 37/ 19/ 0/ 0
AVERAGE WEEKS/HOURS TO COMPLETE	=22.66/ 91.1
WAIVED AIRCRAFT / SIMULATOR 'X's	= 5/ 0
TOTAL VT-25 HOURS PER STUDENT 'X'	= 2.332

VT-25 CUMULATIVE SIMULATOR TRAINING BRIEF

CUMULATIVE DATA FROM 01 OCT 80 TO 30 JUN 81 (178 CNATRA PLANNED WORKDAYS / 191 ACTUAL WORKDAYS)

COMPLETE SORTIES

	SKED	GOAL	FLOWN	% SKED	% GOAL
STUD 'X'	2458	2748	1588	64.6%	57.8%
ET & RX	6	11	6	100.0%	54.5%
WARMUP	3	0	3	100.0%	0.0%
ATTRITE	0	115	640	0.0%	558.3%
SYLBS SUBTTL	2467	2873	2236	90.6%	77.8%
IUT	52	41	46	88.5%	111.6%
INST CK	59	66	43	72.9%	65.2%
SUBTOTAL	111	107	89	80.2%	83.0%
OTHER	2	0	1	50.0%	0.0%
NONPIPE	24	11	23	95.8%	209.0%
SUBTOTAL	26	11	24	92.3%	218.1%
SUPRT SUBTTL	137	118	113	82.5%	95.6%
TOTAL	2604	2991	2349	90.2%	78.5%
TOTAL w/ INC	2604	3021	2361	90.7%	78.2%

SIMULATOR HOURS

	DUAL	SOLO	TOTAL
STUD 'X'	2210.1	2086.2	4296.3
ET & RX	10.0	2.0	12.0
WARMUP	6.0	0.0	6.0
SYLL INC	9.3	2.5	11.8
SYLBS SUBTTL	2235.4	2090.7	4326.1
IUT	57.0	19.3	76.3
INST CK	47.0	5.0	52.0
SUBTOTAL	104.0	24.3	128.3
OTHER	2.0	0.0	2.0
NONPIPE	32.8	12.0	44.8
SUBTOTAL	34.8	12.0	46.8
SUPRT SUBTTL	138.8	36.3	175.1
TOTAL	2374.2	2127.0	4501.2

LOSSES

	SYLLABUS		SUPPORT		TOTAL	
	#	%	#	%	#	%
INC MAINT	11	0.1%	0	0.0%	11	0.1%
INC OTHER	1	0.0%	0	0.0%	1	0.0%
INC SUBTOTAL	12	0.1%	0	0.0%	12	0.1%
CNX WX	1	0.0%	1	0.1%	2	0.0%
CNX MAINT	120	1.4%	5	0.4%	125	1.2%
CNX OPS	30	0.3%	6	0.4%	36	0.4%
CNX INA	41	0.5%	11	0.8%	52	0.5%
CNX SNA	24	0.3%	1	0.1%	25	0.2%
CNX OTHER	2	0.0%	0	0.0%	2	0.0%
CNX SUBTOTAL	218	2.5%	24	1.7%	242	2.4%
TOTAL	230	2.6%	24	1.7%	254	2.5%

VT-25 ATTRITE INPUT - 02 JUL 81

SERVICE CATEGORY: COAST GD

PERIOD COVERED: 01 OCT 80 TO 02 JUL 81

AIRCRAFT FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	17	19	3.5	2.1
ET & RIs	0	0	0.0	0.0
MAKEUPs	3	2	0.1	1.2
INCOMPLETEs		2	1.2	1.1

TOTAL AIRCRAFT SORTIES = 0

SIMULATOR FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	2	2	1.2	2.1
ET & RIs	1	1	2.2	1.1
MAKEUPs	0	0	0.0	0.0
INCOMPLETEs		1	1.2	1.5

TOTAL SIMULATOR SORTIES = 0

PERIOD COVERED: 01 OCT 80 TO 02 JUL 81

AIRCRAFT FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	1	1	1.0	1.0
ET & RIs	1	1	1.0	1.0
MAKEUPs	1	1	1.0	1.0
INCOMPLETEs		1	11.0	1.0

TOTAL AIRCRAFT SORTIES = 0

SIMULATOR FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	1	1	1.0	1.0
ET & RIs	1	1	1.0	1.0
MAKEUPs	1	1	1.0	1.0
INCOMPLETEs		1	1.0	1.0

TOTAL SIMULATOR SORTIES = 0

VT-25 CUMULATIVE ATTRITE DATA

PERIOD COVERED: 01 OCT 80 TO 10 MAR 81
(FOR 2 ATTRITE STUDENTS)

ATTRITE DATES:

NAVY	MARINE	COAST GD	FOREIGN
09 MAR 81	10 MAR 81		

AIRCRAFT FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	1	98	60.2	36.9
ET & RIs	0	0	0.0	0.0
MAKEUPs	0	0	0.0	0.0
INCOMPLETEs		0	0.0	0.0

TOTAL AIRCRAFT SORTIES = 0

SIMULATOR FLIGHTS

	SORTIES SCHEDULED	SORTIES FLOWN	DUAL HOURS	SOLO HOURS
COMPLETE No	0	96	64.0	0.0
ET & RIs	0	0	0.0	0.0
MAKEUPs	0	0	0.0	0.0
INCOMPLETEs		0	0.0	0.0

TOTAL SIMULATOR SORTIES = 0

VT-25 OPERATIONS PLANNING

NIFTS SYLLABUS

WING PTR = 186 (FY 1981)

STUDENTS

HISTORICAL INTERMEDIATE STRIKE ATTRITION = 8.0%
HISTORICAL ADVANCED STRIKE ATTRITION = 4.0%

	YEAR	4 WKS	2 WKS	1 WK
STUDENT OUTPUT =	93.0	7.44	3.72	1.860
STUDENT INPUT =	96.8	7.75	3.88	1.938
ATTRITES =	3.8	0.31	0.16	0.078

EXPECTED FLYABLE = 33.0 (BASED ON 18.3 WKS TIME TO TRAIN)
MINIMUM AIRBORNE DAILY = 23.5 (TWO SUCCESSFUL EVENTS/DAY)

INSTRUCTORS

MINIMUM EFFECTIVE INSTRUCTORS REQUIRED
(ASSUMING 90% AVAILABILITY)

FOR 2.0 AVERAGE INSTRUCTOR EVENTS PER DAY = 25.9
FOR 2.5 AVERAGE INSTRUCTOR EVENTS PER DAY = 20.0
FOR 3.0 AVERAGE INSTRUCTOR EVENTS PER DAY = 16.1

AIRCRAFT HOURS/STUDENT

	VT-25 HISTORICAL	CNATRA PLANNED
STUD 'X'	88.90	90.50
ET & RX	1.23	5.85
WARMUP	0.23	0.00
ATTRITE	0.00	2.73
SUBTOTAL	90.36	99.08
CHASE/LD	22.85	32.67
TARGET	0.08	2.11
SUBTOTAL	22.93	34.78
SYLBS SUBTTL	113.29	133.86
IUT	7.26	5.86
INST CK	0.63	1.05
INST PRO	8.34	0.00
PMFCF	0.86	1.97
FERRY	1.92	0.65
SPECIAL	1.67	1.31
SUBTOTAL	20.68	10.84
OTHER	0.00	0.00
NONPIPE	1.73	0.00
SUBTOTAL	1.73	0.00
SUPRT SUBTTL	22.41	10.84
TOTAL	135.70	144.70
ANNUAL HRS =	12620.1	13457.1

INSTRUCTOR HOURS/STUDENT

	VT-25 HISTORICAL	CNATRA PLANNED
STUD 'X'	60.27	49.30
ET & RX	0.93	3.18
WARMUP	0.23	0.00
ATTRITE	0.00	1.93
SUBTOTAL	61.43	54.41
CHASE/LD	28.20	37.87
TARGET	0.17	2.45
SUBTOTAL	28.37	40.32
SYLBS SUBTTL	89.80	94.73
IUT	13.01	5.98
INST CK	0.90	2.10
INST PRO	13.32	0.00
PMFCF	1.44	1.97
FERRY	2.79	0.65
SPECIAL	2.74	1.97
SUBTOTAL	34.20	12.67
OTHER	0.00	0.00
NONPIPE	1.16	0.00
SUBTOTAL	1.16	0.00
SUPRT SUBTTL	35.36	12.67
TOTAL	125.16	107.40
ANNUAL HRS =	11639.8	9988.2

VT-25 OPERATIONS PLANNING
NIFTS SYLLABUS

WING PTR = 186 (FY 1981)

A/C SORTIES

		YEARLY		WEEKLY (48 WKS)		DAILY (5 DAYS)	
	% OVHD	SKED	FLY	SKED	FLY	SKED	FLY
STUD 'X'	0.0%	9288	7068	193.5	147.3	38.7	29.5
ET & RX	0.1%	17		0.4		0.1	
WARMUP	0.3%	27		0.6		0.1	
ATTRITE	4.1%	382					
SUBTOTAL	0.4%	9716	7394	202.4	154.0	40.5	30.8
CHASE/LD	23.6%	2192	1668	45.7	34.8	9.1	7.0
TARGET	0.1%	9		0.2		0.0	
SUBTOTAL	23.7%	2201	1675	45.9	34.9	9.2	7.0
SYLBS SUBTTL	24.1%	11917	9069	248.3	188.9	49.7	37.8
IUT	7.1%	575	502	12.0	10.5	2.4	2.1
INST CK	1.1%	89	78	1.9	1.6	0.4	0.3
INST PRO	5.9%	477		10.0		2.0	
PMFCF	1.4%	113		2.4		0.5	
FERRY	2.9%	235	205	4.9	4.3	1.0	0.9
SPECIAL	1.5%	121		2.5		0.5	
SUBTOTAL	19.9%	1611	1407	33.6	29.3	6.7	5.9
OTHER	0.0%	0		0.0		0.0	
NONPIPE	2.1%	170		3.5		0.7	
SUBTOTAL	2.1%	170	148	3.5	3.1	0.7	0.6
SUPRT SUBTTL	22.0%	1781	1555	37.1	32.4	7.4	6.5
TOTAL	46.1%	13698	10624	285.4	221.3	57.1	44.3

A/C & SIMULATOR SORTIES

		YEARLY		WEEKLY (48 WKS)		DAILY (5 DAYS)	
	% OVHD	SKED	FLY	SKED	FLY	SKED	FLY
STUD 'X'	0.0%	13340	10788	277.9	224.8	55.6	45.0
ET & RX	0.3%	34		0.7		0.1	
WARMUP	0.2%	28		0.6		0.1	
ATTRITE	4.1%	552					
SUBTOTAL	4.5%	13953	11283	290.7	235.1	58.1	47.0
CHASE/LD	16.4%	2191	1668	45.7	34.8	9.1	7.0
TARGET	0.1%	9		0.2		0.0	
SUBTOTAL	16.5%	2201	1675	45.9	34.9	9.2	7.0
SYLBS SUBTTL	21.0%	16154	12958	336.6	270.0	67.3	54.0
IUT	4.8%	653	557	13.6	11.6	2.7	2.3
INST CK	1.6%	214	167	4.5	3.5	0.9	0.7
INST PRO	3.6%	478		10.0		2.0	
PMFCF	0.9%	113		2.4		0.5	
FERRY	1.7%	234	205	4.9	4.3	1.0	0.9
SPECIAL	0.9%	121		2.5		0.5	
SUBTOTAL	13.6%	1814	1551	37.8	32.3	7.6	6.5
OTHER	0.0%	0		0.0		0.0	
NONPIPE	1.4%	191		4.0		0.8	
SUBTOTAL	1.4%	190	163	4.0	3.4	0.8	0.7
SUPRT SUBTTL	15.0%	2005	1714	41.8	35.7	8.4	7.1
TOTAL	36.1%	18159	14673	378.3	305.7	75.7	61.1

* NOTE - SCHEDULED AIRCRAFT SYLLABUS/SUPPORT SORTIES BASED ON 23.9/12.7% LOSSES
SCHEDULED SIMULATOR SYLLABUS/SUPPORT SORTIES BASED ON 8.2/28.6% LOSSES

AIRCRAFT

EXPECTED NUMBER OF DAILY SORTIES = 55.0
MINIMUM AIRCRAFT (3.0 LAUNCHES/DAY) = 18.4
MINIMUM AIRCRAFT (4.0 LAUNCHES/DAY) = 13.8
MINIMUM AIRCRAFT (5.0 LAUNCHES/DAY) = 11.0
CNATRA ASSIGNED AIRCRAFT (A3) = 25.0
A/C AVAILABILITY (3.0 LAUNCHES/DAY) = 73.4%
A/C AVAILABILITY (4.0 LAUNCHES/DAY) = 55.1%
A/C AVAILABILITY (5.0 LAUNCHES/DAY) = 44.1%

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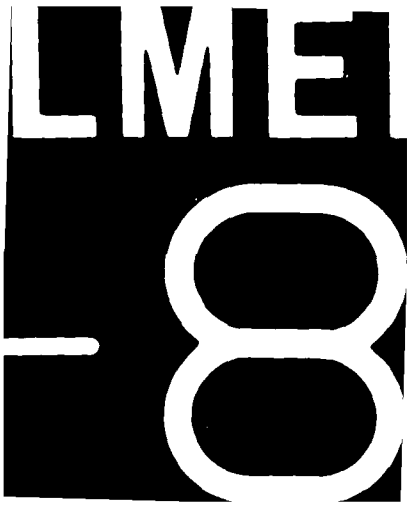
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